

Lake Harriet Station - 1931



MAY - JUNE 1980

Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

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ABOUT THE COVER

Pictures of the 42nd and Queen area keep rolling in! Last issue we showed you a photograph of the original Lake Harriet Station taken around 1900. While looking for a cover photo for this issue, a set of six beautiful 5 x 7 photographs of TCRT streetcars taken in the 1930s arrived in the mail. One of them is our cover photo - a shot of the second Lake Harriet Station looking south from under the station's long canopy as seen by photographer Robert Mehlenbeck on Aug. 7, 1931.

Two front exit gate cars prepare to go their opposite ways. Is No. 1300 one of them? Could be. No. 1300 wasn't rebuilt for one- or two-man operation (double folding doors replacing single front exit doors and triple rear gates) until November, 1931.

Note how the northbound car lines up perfectly with a spotlessly clean station sidewalk (the weeds need cutting, though). The car also sports a **To Beacon** sign in the front window indicating that the car will terminate at the Oak & Beacon intersection next to Memorial Stadium on the University of Minnesota campus. This was pretty much the scene at Lake Harriet Station until the end of streetcar service in 1954.

We thank Mr. Mehlenbeck, a long-time traction modeler, for allowing us to reproduce this photo and others in this Minnegazette. The rest will appear in the next issue of the Minnegazette.

NOTICE OF GENERAL MEMBERSHIP MEETING

The next general membership meeting is at 8:00 pm on Tuesday, May 20 at the Linden Hills Neighborhood Center Community Room, W. 43rd St. & Xerxes Av. S. in south Minneapolis, about six blocks west of the Como-Harriet Streetcar Line. See you there!



Maria line rider Blair Dollery (left) and Mike Buck helped man the MTM exhibit at the Northtown Model Railroad Show in February (photo by Dave Norman).

MEMBERSHIP BY-LAWS AMMENDED FOR 1981

On March 4, 1980, the MTM Board of Directors voted to ammend the Museum By-Laws, Article III-Membership. The regular dues has remained at \$12 per year since the Museum's beginning in 1962. The Board felt in light of current times, that it was time for at least a moderate raise, and that there was a need for a family plan and detail in definition of the categories. The following is the new verbology which will become effective **January 1, 1981**.

III. MEMBERSHIP

- A. Active Membership:** Active members shall be individuals eligible to vote on proposals offered to the membership and shall be eligible to operate Museum vehicles in revenue service. Dues shall consist of **\$15** per calendar year.
- B. Family Membership:** All members of the immediate family shall be considered members and be eligible to operate Museum vehicles in revenue service. There shall be a limit of two votes from each family membership on proposals offered to the membership. Dues shall consist of **\$20** per calendar year.
- C. Associate Membership:** Associate members shall be individuals **not** eligible to vote on proposals offered to the membership and **not** eligible to operate Museum vehicles in revenue service. Dues shall consist of **\$10** per calendar year.
- D. Honorary Membership:** There shall be no honorary memberships.
- E. Dues Payment:** All dues shall be due not later than March 15 of the calendar year. Members with outstanding dues shall not be eligible to vote, operate Muesum vehicles, or receive the **Minnegazette**. Upon payment of all back dues, all privileges of membership shall be returned to the member.

Our dues drive for 1980 is now just about complete. About 40 members did not send in their dues as per the articles in the last three Minnegazettes. We still expect several members to send in their dues so we can continue their membership. I wish to thank the vast majority of you who promptly replied to our Minnegazette articles and thereby insured your continued membership and saved me some valuable time. Please contact me with any questions, comments, or address-phone changes, or Minnegazette delivery problems. Thanks again.

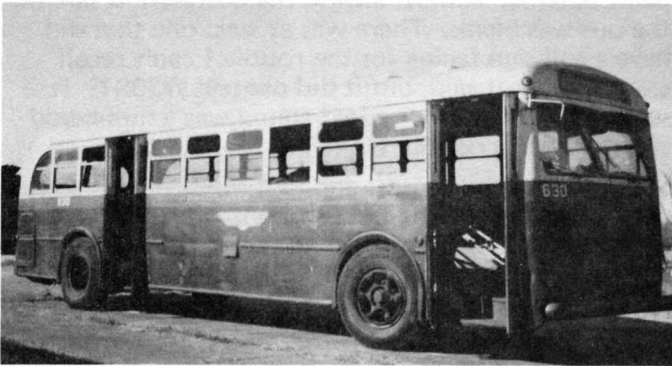
Scott Heiderich, Membership Secretary
1966 Portland Avenue
St. Paul, MN 55104
(612) 645-3333

MTM TO HELP MTC CELEBRATE 10th ANNIV.

Ten years ago, the privately-owned Twin City Rapid Transit Company (TCRT) ceased to exist after 78 years of streetcar and bus operation and was taken over by the Metropolitan Transit Commission (MTC). Overnight the Twin City Lines logos and wings were spray-painted over on hundreds of buses and large red  decals were slapped on.

In recognition of this historic event, MTM will help the MTC note their 10th Anniversary of service on Sept. 17 by loaning them our two vintage buses. For those of you who weren't aware that we owned such vehicles, we have owned one almost since our beginning.

Mack model C-3 bus No. 630, a 1943 model will be restored to its original green, silver, and white colors so familiar to Twin City riders before the switch to the red, blue, and cream colors with the arrival of the GM buses. The bus will bear the lettering "Twin City Motor Bus Co." Even though No. 630 was always a TCRT bus, it bore that name when it began service in 1943.



1943 Mack bus 630 at Como Shops in its final TCRT red, blue, and cream colors. (Photo by Gene Corbey)

The plan is for No. 630 to be used in regular revenue service on Nicollet Mall in downtown Minneapolis on Wednesday, September 17, the 10th Anniversary date.

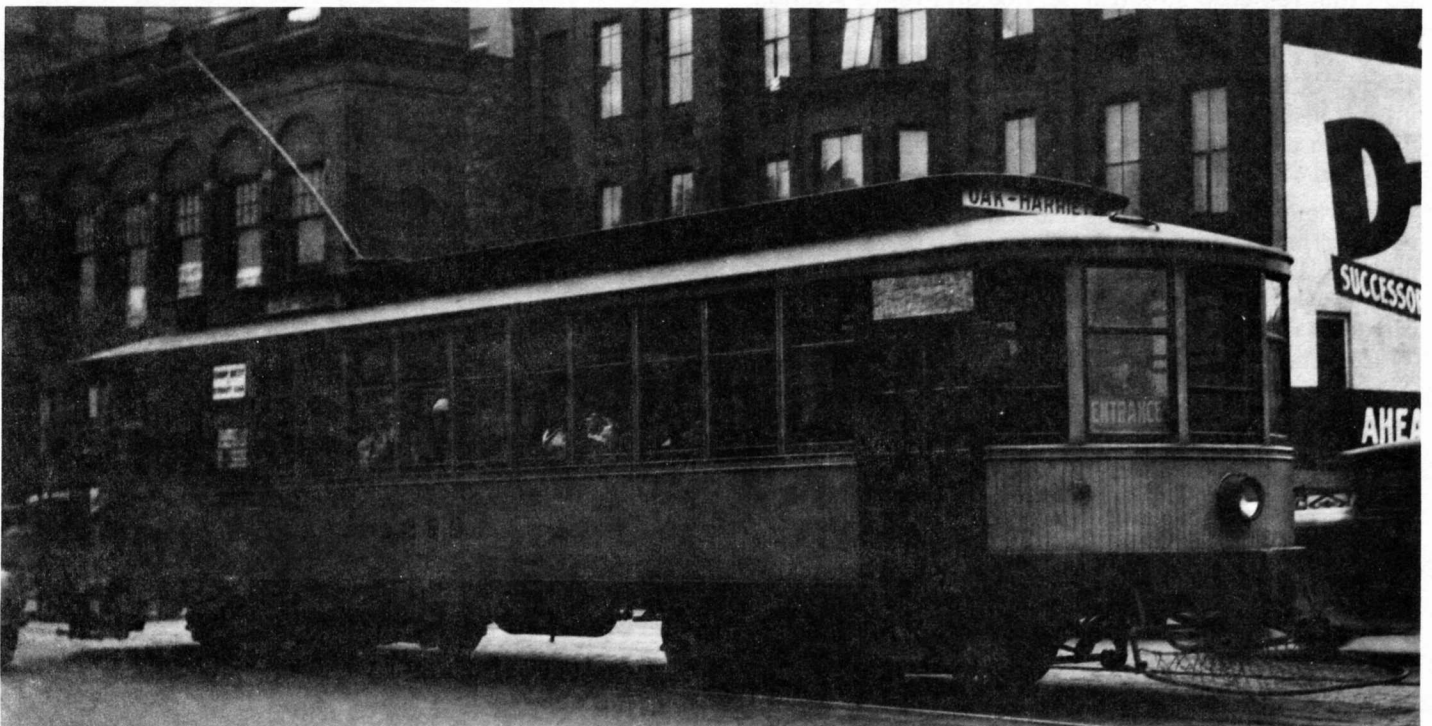
Our other not-quite-so-vintage bus, General Motors model TDH-5105 bus No. 1399, a 1954 51-passenger model purchased from the MTC in 1976 after retirement from service, also will take part in the celebration. No. 1399's paint job is almost an exact reverse from No. 630's. Currently, No. 1399 is in its final green and white TCRT colors and will be repainted to its original red, blue, and cream colors.

In addition to the two buses, streetcar No. 1300 will also take part in the celebration somehow, possibly with buses 630 and 1399 shuttling passengers to and from Lake Harriet. Other plans still pending.

There probably will be photo sessions combining these three vehicles so watch future Minnegazettes for details.



1954 GM bus No. 1399 at Como Shops in its final TCRT green and white colors. (Photo by Loren Martin)



Oak-Harriet front entrance gate car No. 1289 in the early 1930s. (Photo by Robert Mehlenbeck)

THE MARIA AVENUE STREETCAR LINE

Just received my latest Minnegazette and was reminded that I wanted to write you about streetcar wyes. The line I remember riding the best was the **Maria** line in St. Paul from 1936 to the mid-1940s when we moved to Wisconsin.

The car would pull off the street almost to the edge of the bluff (at the end of the single-track Burns extension) and back into the street and take layover time in the middle of the street. Mother and I would ride out to the end of the line and wait for Father to pick us up at friends who lived right there. So I saw the maneuver many times. I still have fond memories of the light-weight cars I rode when the line was the **Rondo-Maria**.

I also recall the **Como-Harriet** line in about 1934-1937 at a house in about the 3400 block and recall the ride as more exciting to a little boy when the rails stuck up in the air instead of being even with the street surface. And how crowded the cars were going to the State Fair.

Blair C. Dollery
Route 2 Box 146
New Richmond, WI 54017

THE COMO-HARRIET BUS

The Como-Harriet what? Yes, there really was a bus service operated in conjunction with streetcar operation on the **Como-Harriet**.

While a guest at the home of Scott Heiderich last August, several other MTM members and I were discussing bus routes that never were streetcar lines. I mentioned this one and was surprised to find actually few knew of its existence.

I imagine the first thought would be the shuttle operation that replaced streetcar service on France Avenue in the fall of 1952. Well, that's not it. If you stop for a moment and think of the **Como-Oak-Harriet** route through Linden Hills and Morningside, there was a definite transit void in the neighborhood from 39th and Sheridan west to France Avenue. This service was designed to fill that void.

The little green shuttle bus had many nicknames in the neighborhood; the toot, the gitney, the Cottage City limited. I had never ridden on it west of 39th and Thomas so the western end of the line is unclear. I'm certain it didn't go out as far as 39th and France. (Note: The line ended at Chowen).

In those days that intersection was city streets with no houses. The route went east on 39th to Sheridan then south on Sheridan to the Linden Hills shopping district. Buses stopped in mid-block on Upton between 43rd & 44th Streets directly on the streetcar tracks to allow commuters the shortest possible walk to transfer to inbound **Como-Harriet** streetcars. The route continued up the hill to 44th Street. Then west on 44th to Xerxes, north on Xerxes across the tracks again to 43rd. East on 43rd to the layover point on the southwest corner of 43rd and Upton next to the florist shop. Viewing the Linden Hills cityscape from the south playground of Lake Harriet School, the little green bus was as

much a part of the scene as the streetcars, block pavement between 43rd and 44th, the florist shop itself, the hardware store, and the Red and White grocery.

Service was weekdays with one bus, two buses during the morning and afternoon rush hours. The passing point was about at 40th and Sheridan. There may possibly have been Saturday service, but I'm not certain. Definitely none on Sunday.

The buses used for this service were almost always 1943 Macks. How nice! MTM owns one. Although it is a low priority item, when that bus does get its turn at restoration, it will be an authentic addition to Como-Harriet activities. Occasionally one of the fan-tail Whites made an appearance, but not often. Both varieties were painted the two-tone green paint scheme with a silver gray roof. Early in the period of time I lived there, the Macks did have the Pepsi-Cola bottle cap on the front, but I think they were removed sometime during 1952 or 1953. To my recollection, none ever appeared in service in the red, blue, and cream paint scheme. Almost always the destination sign on the bus was blank. There was at least one that did have a roll sign facing for the route. I can't recall exactly what it said, but it did contain **W39ST**. It seems to me the other street stated was a numbered street as well, possibly **W44ST**.

I believe that the success and usefulness of this service was the reason for the lack of use of the 39th-40th (Cottage City) streetcar stop under William Berry bridge received. In fact, in all my rides on the **Como-Harriet**, we never stopped there or for that matter at Lakewood Cemetery or 36th Street. The rule was for the motorman to notch the controller up as fast and as far as possible for a one shot ride from Lake Harriet to 31st & Irving with never a stop in between.

The shuttle service was suspended briefly during the temporary closing of **Como-Harriet** operations west of Lake and Hennepin in the winter of 1953-54. The closing was due to damage sustained by the 36th Street bridge caused by a truck becoming stuck underneath it. What followed was temporary bus service from Lake and Hennepin over what would be the **Como-Xerxes-France** bus route six months or so in the future. Everything TCRT had available was put into service; the 1943 Macks, Whites, post-war Macks. Even a few GM's made an appearance. I'm certain none of them were put through a washer during this period. The buses were so dirty that virtually no paint was visible below the window line.

When streetcar service resumed, everything was back to the usual procedure. The last run would have been at the end of rush hour Friday, June 18, 1954. The new **Como-Xerxes-France** bus service that followed the next day included service on 39th to France, and France to 54th. Although a bus service, this one conceived of by the TCRT management of the "Golden Years" and was designed to supplement streetcar service, not replace it.

Tom Rollo
1512 N. Warren Av., No. 208
Milwaukee, WI 53202

MTM CALENDAR OF EVENTS

MTM will be out and around all summer again, hopefully with some additional restored equipment. Here is a partial listing with other events still in the works:

May 10 - 17: Minneapolis Preservation Week. Car No. 1300 will be running both weekends (May 10-11, 17-18) and the Minnehaha Depot will be open May 11 and 18.

May 17: N. P. No. 1102 (Triple Combine) will be on display at the Amtrak Depot in St. Paul.

May 18: Linden Hills Neighborhood Celebration at W. 43rd St. and Xerxes Av. S. MTM will have a display.

May 19 - 30: MTM will have its display in the lobby of the First National Bank of St. Paul, 332 Minnesota St. in downtown St. Paul.

May 23 - 26: Official Memorial Day Weekend reopening of the Como-Harriet Streetcar Line. We begin our 10th year of operation on the 100th Anniversary of the inauguration of rail service between Lake Harriet and Lake Calhoun.

June 20 - 21: MTM is planning on displaying No. 1102 in conjunction with the Waseca County Historical Society "History Rides The Rails" celebration. No. 1102 would travel to Waseca courtesy of the Chicago and Northwestern Railway (plans still tentative.)

Late July: No. 1102 will again appear behind the First Street Station Restaurant, 333 S. 1st St., during the Minneapolis Aquatennial's "Pump-a-Thon" hand-car races.

August: MTM is planning (hoping?) to have the N.P. No. 328 steam engine ready to appear at Stillwater's Lumberjack Days celebration.

September 17: The MTC, in conjunction with MTM, will celebrate its 10th Anniversary with operation of various pieces of vintage rolling stock.



CLEARANCE AT THE COMO SHOPS

We aren't running a "clearance sale" at the Como Shops, and we aren't atking about door clearance either - although we could! We are talking about working hard at the shops to "clear out" some more finished vehicles to make room for some different candidates for restoration.

We have a possibility for the arrival in the near future of two more engines (as in what pulls a train) and one old time passenger car (as in heavyweight). The details cannot be related yet because they aren't firm, but some or all probably may arrive and we need room to store and ultimately restore them. The answer is to move along at completing the Northern Pacific Steam Engine No. 328, and moving the Duluth Street Railway No. 265 to the Como-Harriet Streetcar Line and the new carbarn. Both projects can use a lot of help.

We have plenty of work for skilled and unskilled members, and I sincerely request your help at the shops on Wednesday nights from 6:30 pm till 10:00 pm, and most Saturdays from 10:00 am till 4:00 pm. If you cannot stay the whole time, come out and put in as much time as you can. We have several opportunities to **operate** No. 328 this summer and of course having No. 265 in operating shape would be most welcome at the Como-Harriet Line. If you have any questions, please call me at (612) 645-3333.

Scott Heiderich
Vice President, Vehicle Restoration

NEW BROCHURES IN THE WORKS

Several new and revised brochures are in production as we prepare for the summer exhibition season.

Our fine Como-Harriet Streetcar brochure is being revised to include some new information such as a map on how to get to the line (many brochures are handed out elsewhere), that we have **two** boarding stations, that the line is directly accessible by MTC Route No. 6 bus, and that MTM, the Como-Harriet Line, and Car No. 1300 are listed on various national, state, and local registers. The new brochures will be available for the official Memorial Day weekend reopening on May 23.

At the same time, we decided to standardize all future brochures on other restored equipment to make our image familiar to all visitors. All brochures will have similar front covers to that of the Como-Harriet Line brochure. From top down, all brochures will contain: the MTM logo, the name of the equipment set in Play-bill type on two lines such as Northern Pacific Steam Engine No. 328, a photograph of the equipment, the original logo of the streetcar line or railroad (Twin City Lines, N. P., etc.) the MTM name and our accreditations.

In addition to the revised Como-Harriet brochure, a second Como-Harriet brochure featuring Duluth Street Railway No. 265 is being prepared. A new brochure for the Northern Pacific Triple Combine car No. 1102 is almost finished. Brochures will be available for N.P. steam engine No. 328 and Dan Patch No. 100 later. The plan is to have a brochure available for each restored piece of equipment whether it be a locomotive or a caboose.

We will still print "Ride the Streetcar" flyers suitable for posting on bulletin boards. The flyer is also being revised and will be available soon.

So that members may see what we will be handing out to the public, all new brochures will be mailed out with future Minnegazettes as they become available.

BACK PAGE

A map of the Minneapolis streetcar and bus system in about 1950 as it appeared in the telephone directories. A map of the St. Paul system will appear in the next issue of the Minnegazette.

MINNEAPOLIS STREET CAR AND BUS SYSTEM

CONSULT THIS GUIDE FOR ROUTING AND LOCATION OF LINES

- STREET CAR LINES
- - - BUS LINES
- CITY LIMITS



KEY TO NUMBERS:

- 1 COMO-HARRIET-HOPKINS
- 2 OAK-HARRIET
- 3 BRYANT-JOHNSON
- 4 NICOLLET-2ND ST. N.E.
- 5 BROADWAY CROSSTOWN
- 6 CHICAGO-PENN
- 7 CHICAGO-FREMONT
- 8 MINNEHAHA-FT. SNELLING
- 9 ST. PAUL-MINNEAPOLIS
- 10 SELBY- LAKE
- 11 BLOOMINGTON-COLUMBIA HTS.
- 12 GLENWOOD-4TH AVE. S.
- 13 34TH AVE. S. - N. WASHINGTON
- 14 GRAND-MONROE
- 15 PLYMOUTH-EAST 25TH ST.
- 16 28TH AVE. S.

BUS LINES

- 17 NICOLLET-HENNEPIN
- 18 UNIVERSITY AVE.
- 19 BROOKSIDE-HOPKINS-GLEN LAKE-EXCELSIOR-TONKA BAY

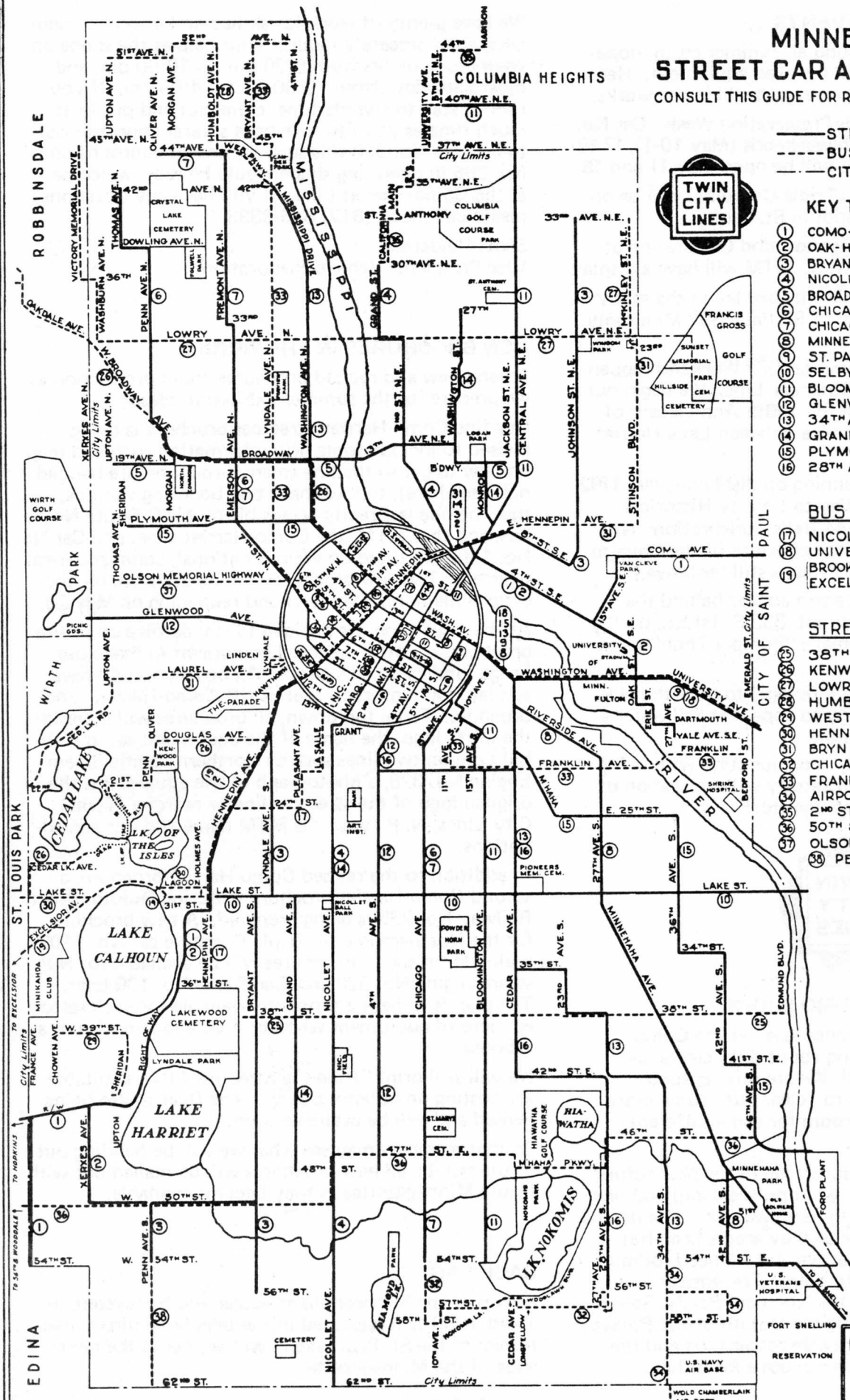
STREET CAR BUSES

- 38 38TH STREET
- 39 KENWOOD-ST. LOUIS PK.-ROBBINSDALE
- 40 LOWRY AVE.
- 41 HUMBOLDT AVE.
- 42 WEST 39TH ST.
- 43 HENNEPIN-FRANCE
- 44 BRYN MAWR-N.W. TERMINAL
- 45 CHICAGO AVE.
- 46 FRANKLIN-LYNDALE
- 47 AIRPORT
- 48 2ND ST.-COLUMBIA HTS.
- 49 50TH STREET
- 50 OLSON HIGHWAY
- 51 PENN AVE.

* Temporary Route.



FOR FURTHER INFORMATION
CALL MAIN 1214
INFORMATION DESK





MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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